

Proposal Name: Vanderburg Short Plat

Proposal Address: 3208 116th Ave NE

Proposal Description: Preliminary Short Plat approval to subdivide an existing

parcel into two single-family lots within the R-1 zoning

district.

File Number: 20-104493-LN

Applicant: Andrew Lofstedt

Decisions Included: Preliminary Short Plat (Process II)

Planner: Richard Hansen, Assistant Planner

State Environmental Policy

Act Threshold

Determination: Exempt

Department Decision: Approval with Conditions

Richard Hansen, Land Use Planner

Richard Hansen, Assistant Planner Development Services Department

Application Date: March 7, 2020
Notice of Application: April 16, 2020

Minimum Comment Period: April 30, 2020 (14 days)
Decision Publication Date: December 17, 2020
Appeal Deadline: December 31, 2020

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6800 [TTY (425) 452-4636]. Appeal of the Decision must be made with the City Clerk by 5 PM on the date noted for appeal of the decision.

I. DESCRIPTION OF PROPOSAL

The applicant is proposing to subdivide an existing parcel (79,588 square feet) into two single-family lots (34,079 and 45,509 square feet). The site is zoned R-1 (a single-family zoning district) and is located within the Bridle Trails Subarea. The minimum lot size in R-1 zoning district is 35,000 square feet. The site contains an existing single-family home, guest cottage, detached garage, three detached accessory structures, a well house, and a detached shed. The existing home, guest cottage, well house, and two of the detached accessory structures will be retained. The existing detached garage, shed, and one of the detached accessory structures will be removed as part of the proposal. Access to the two lots will be from 116th Avenue NE using two separate driveways. An access easement will be located at the south of Lot 1 for the driveway accessing Lot 2.

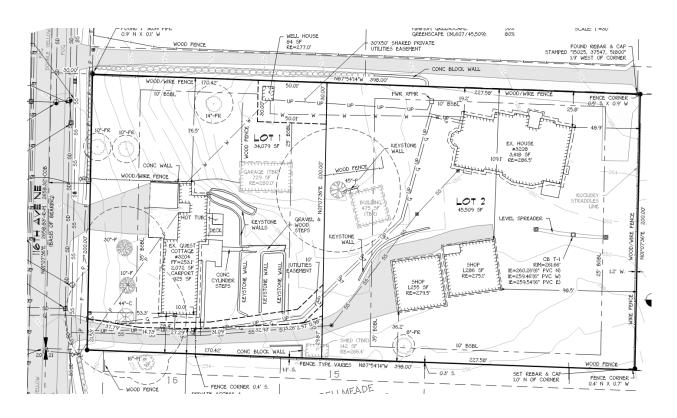


Figure 1 - Preliminary Short Plat Proposal

II. SITE DESCRIPTION AND CONTEXT

The subject site is located within an existing single-family neighborhood. The site is bordered by single-family dwellings to the south and east, 116th Avenue NE to the west, and NE 33rd Street to the north. There are also single-family dwellings on the other side of NE 33rd Street and WSDOT ROW for I-405 on the other side of 116th Avenue NE. The property is zoned R-1 and has a Comprehensive Plan designation of Single-Family Low Density. The site contains several significant trees comprised mainly of fir, cedar, pine and fruit species. The topography of the site slopes moderately downward from east to west. The site contains no Critical Areas as defined under LUC 20.25H.

116 11740

NE.33RDST

SITE

11736

NE.80TH RL

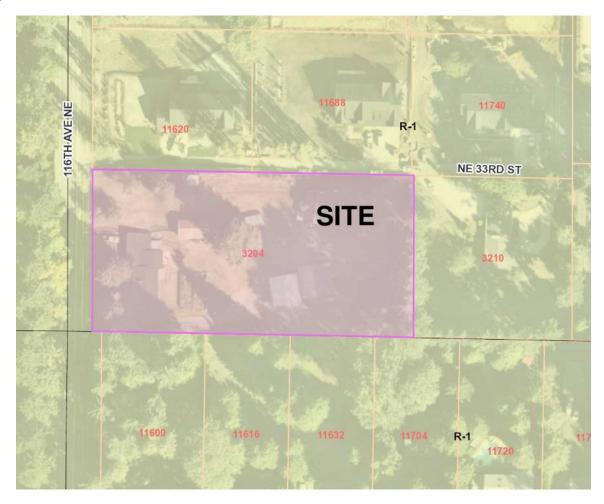
Figure 2 – Aerial Photograph

III. CONSISTENCY WITH ZONING AND LAND USE CODE REQUIREMENTS

A. Zoning

The site and surrounding properties are located in the R-1 single-family zoning district. The two lots proposed with this short plat application are permitted within the R-1 land use district. Refer to Table 1 of Section III.B for discussion of dimensional requirements.

Figure 3 - Zoning Map



B. Consistency with Standard Land Use Code Requirements

Table 1 – Dimensional Requirements

BASIC INFORMATION			
Zoning District	R-1 Bridle Trails Subarea Comprehensive Plan Designation: Single-Family Low		
Gross Site Area	79,588 square feet		
ITEM	REQ'D/ALLOWED	PROPOSED	
Minimum Lot Area	35,000 Square Feet	Lot 1: 34,079 Square Feet Lot 2: 45,509 Square Feet Using lot averaging provisions	
		of LUC 20.20.017	
Minimum Lot Width	100 Feet	Lot 1: 200 Feet Lot 2: 200 Feet	
Minimum Lot Depth	150 Feet	Lot 1: 170 Feet (approx.) Lot 2: 228 Feet (approx.)	

Building Setbacks Front Yard Rear Yard Min. Side Yard 2 Side Yards	35 Feet 25 Feet 5 Feet 20 Feet	Existing home and guest cottage comply with these setbacks
Access Easement Setbacks	10 Feet from easement	10 Feet
Tree Retention	Retention of all trees within a 20- foot perimeter of each proposed lot. Lot 1: 25% of 94 interior diameter inches = 24 diameter inches.	All perimeter inches are proposed to be retained for both lots. Lot 1: 94 interior diameter inches = 100% retention.
	Lot 2: No interior trees.	Tree protection and limitations on disturbance within driplines will be required during any construction activity.

Refer to Conditions of Approval regarding tree protection and tree retention in Section X of this report.

IV. STATE ENVIRONMENTAL POLICY ACT (SEPA)

There are no Critical Areas located on the subject property. Short Plats not containing Critical Areas and are less than an acre in size are exempt from SEPA review pursuant to WAC 197-11-800(6), BCC 22.02.032.

V. SUMMARY OF TECHNICAL REVIEWS

A. Utilities Review

Surface Water

The site triggers minimum requirements #1-9. The project proposes less than 5,000 square feet of pollution generating hard surface, minimum requirement #6 is not required. The project proposes less than 10,000 square feet of effective new and/or replaced hard surfaces, flow control is not required. The project proposes to mitigate the residences and a portion of the driveways runoff via bioretention and dispersion trenches. Overflow runoff will drain into the public storm system in 116th Ave NE.

Water

The existing residence was served from the existing well on-site. In the developed condition, both lots will be served from the existing well. An easement will be required for service to serve proposed lot 2.

Sewer

The existing sewer service is stubbed off the existing public sewer main in 116th Ave NE. The proposed lots will share a joint use side sewer connection using the existing sewer stub.

Refer to Conditions of Approval regarding Utilities conceptual approval in Section X of this report.

B. Fire Department Review

The preliminary short plat application has been reviewed and no further fire revisions are needed at this time.

C. Transportation Review

The Transportation Department has reviewed the plans submitted for the preliminary short plat and recommends approval. The final engineering plans must show all transportation-related improvements and must be consistent with the Transportation Development Code (BCC 14.60) and the Transportation Department Design Manual prior to approval of the plat infrastructure permit.

Prior to final short plat approval, the developer must complete all transportation improvements at the developer's expense (BCC 14.60.110); or provided that all the requirements of BCC 14.60.260 are met, the director may accept an acceptable financial assurance device equivalent to 150% of the cost of the unfinished improvements. Installation of improvements that would negatively affect safety if left unfinished may not be delayed through use of a financial assurance device.

Under BCC 22.16, payment of the transportation impact fee for each new home prior to building permit issuance will adequately mitigate off-site transportation impacts. The fee amount is subject to periodic revision by the City Council. Builders will pay the fee in effect at the time of building permit issuance.

Site Access

The proposed two lot short plat is comprised of an existing lot on the east side of 116th Avenue NE, between NE 30th Place and NE 33rd Street. The site currently has two existing single-family homes taking access from 116th Avenue NE via two single family driveways. 116th Avenue NE is a two-lane road classified as a collector arterial. Access for the short plat will be via the existing single-family driveways on the 116th Avenue NE frontage. No other access connection to city right-of-way is authorized. The single-family driveways must be a minimum of 10 feet wide and be built per the Transportation Design Manual Standard Drawings.

Street names and site addresses will be determined by the City's Parcel and Address Coordinator.

Street Frontage Improvements

The Vanderburg Short Plat is located on the east side of 116th Avenue NE between NE 30th Place and NE 33rd Street. There is currently a 5-foot-wide gravel path and 6-foot-wide planter strip along the 116th Avenue NE frontage. The site currently has two existing single-family homes taking access from 116th Avenue NE via two single family driveways. 116th Avenue NE is a two-lane road classified as a collector arterial. Access for the short plat will be via the existing single-family driveways on the 116th Avenue NE frontage. The gravel path and planter strip will be improved along the frontage to meet current standards.

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Frontage improvements will be required, and shall include:

116th Avenue NE:

- Install new 8-foot-wide asphalt path, 4-foot-wide planter, and new curb and gutter along the project frontage. The asphalt path may narrow to 7 feet wide on the north side of the frontage to accommodate the existing rock wall.
- The new pedestrian path must match the grade of the existing single-family driveways on 116th Avenue NE.
- Street lighting requirements must be met per City of Bellevue standards.
- Reconstruct the single-family driveway approaches as necessary per Bellevue Standards.
- Replace or relocate any existing street signs or channelization impacted by the project.
- Sight distance requirements must be met per BCC 14.60.240 at the new driveways.
- Any overhead utilities coming into the plat are required to be undergrounded.
- Provide a minimum 12-foot-wide access easement for the driveway for lot 2 through lot 1.

Use of the Right of Way

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading, and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit.

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every public street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it was last resurfaced. These three categories are No Street Cuts Permitted, Overlay Required, and Standard Trench Restoration. Each category has different trench restoration requirements associated with it.

Near the development site, 116th Avenue NE is classified as Grind and Overlay required. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Sight Distance

The driveway access shall meet the sight distance requirements of BCC 14.60.240. Vegetation shall be trimmed as needed within the sight triangle.

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Transportation Impacts and Mitigation

City staff has analyzed the potential short-term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Due to the minimal amount of new p.m. peak hour trips being generated by the Vanderburg short plat, traffic impacts from this development will be minor in nature. Therefore, no additional mitigation is required other than payment of the transportation impact fee and the project site improvements.

Refer to Conditions of Approval regarding Right of Way use permits, off-street parking, engineering plans, sight distance, pavement restoration, and infrastructure improvements in Section X of this report.

D. Clearing and Grading Review

The Clearing and Grading Division has reviewed the submitted plans and has approved the preliminary short plat with two conditions of approval.

Refer to Conditions of Approval regarding Clear and Grading permits and seasonal restrictions in Section X of this report.

VI. PUBLIC COMMENT

The City notified the public of this proposal on April 16, 2020, with mailed notice and publication in the Weekly Permit Bulletin and The Seattle Times. A public information sign was also installed on the site the same day. The City received no written public comments regarding the proposal.

VII. CHANGES TO PROPOSAL BECAUSE OF STAFF REVIEW

The original design was revised to remove three existing accessory structures to meet proposed building setbacks and to ensure a 10-foot setback from the proposed access easement.

VIII. DECISION CRITERIA:

Land Use Code 20.45B.130B Decision Criteria for a Preliminary Short Plat:

The Director may approve or approve with modifications an application for a Preliminary Short Plat if:

1. The Preliminary Short Plat makes appropriate provisions for, but not limited to, the public health, safety and general welfare, for open spaces, drainage ways, streets, sidewalks, alleys, other public ways, water supplies, sanitary waste.

Finding: City codes ensure public health, safety, and general welfare through development code requirements. Existing public water and sewer facilities have been deemed adequate to serve the proposed development. In addition, construction noise is expected during the construction period; however, the Bellevue Noise Control Ordinance (BCC 9.18) regulates hours of construction-related noise emanating from project sites.

2. The public interest is served by the short subdivision.

Finding: The public interest is served by providing additional housing opportunities in accordance with the Comprehensive Plan while ensuring compliance with City codes and standards.

3. The preliminary short plat appropriately considers the physical characteristics of the proposed short subdivision site.

Finding: The preliminary short plat considers the physical characteristics of the site by adequately responding to the existing topography, which slopes moderately downward from east to west as well as the trees in the perimeter and interior of the site.

4. The proposal complies with all applicable provisions of the Land Use Code (BCC Title 20), the Utility Code (BCC Title 24), and the City of Bellevue Development Standards.

Finding: Refer to Section III.B of this report for dimensional requirements. As conditioned, the proposal complies with the Land Use Code requirements for the R-1 land use district, the Utility Code and the City of Bellevue Development Standards.

All lots shown can be developed, without the need for a variance, in accordance with the City of Bellevue Land Use Code requirements, including the R-1 land use district dimensional requirements. The proposal has been designed to have the existing guest cottage remain on lot 1 and the single-family residence remain on lot 2 while meeting all dimensional requirements.

5. The proposal is in accord with the Comprehensive Plan (BCC Title 21).

Finding: The site is located within the Bridle Trails Subarea. The Comprehensive Plan specifies Single-Family Low Density development for this property, consistent with the R-1 land use designation. In addition, the proposal complies with applicable Comprehensive Plan policies City-Wide and for this Subarea, including the following:

The proposal will protect the subarea from more intense uses and ensures that the subarea remains an area of residential neighborhoods (S-BT-1). The proposal will also protect and preserve natural vegetation to provide buffers between land uses (S-BT-40).

6. Each lot in the proposal can reasonably be developed in conformance with current Land Use Code requirements without requiring a variance.

Finding: As conditioned, each lot can reasonably be developed to current R-1 dimensional standards without requiring a variance. Existing structures over 30 inches within the proposed setbacks will be required to be removed as part of the proposal. Refer to Conditions of Approval regarding the variance and demolition restrictions in Section X of this report.

7. All necessary utilities, streets or access, drainage and improvements are planned to accommodate the potential use of the entire property.

Finding: The Utilities and Transportation Departments have reviewed the preliminary short plat and determined that all necessary utilities, drainage, driveway access locations, necessary sidewalk easements, and other required improvements are either existing, planned or conditioned as part of this approval, to accommodate the use of these lots. Refer to Conditions of Approval regarding infrastructure improvements and access design and maintenance in Section X of this report.

IX. CONCLUSION AND DECISION:

After conducting the various administrative reviews associated with this proposal, including applicable Land Use consistency, City Code, and standard compliance reviews, the Director of the Development Services Department (DSD) does hereby **APPROVE** the Vanderburg Preliminary Short Plat WITH CONDITIONS.

This approval automatically expires and is void if the applicant fails to file for approval of the final short plat within one year of the effective date of approval unless the applicant files for an extension at least 30 days prior to the expiration and the extension is granted pursuant to LUC 20.45B.150 and 160.

X. CONDITIONS OF APPROVAL:

The following conditions are imposed under authority referenced:

Applicable Codes, Standards & Ordinances

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

The applicant shall comply with all applicable Bellevue City Codes, Standards, and Ordinances including but not limited to:

Contact Person

Applicable Codes, Ctalidalus & Cidillalices	Oomact i erson	
Clearing & Grading Code – BCC 23.76	Janney Gwo,	(425) 452-6190
Construction Codes – BCC Title 23	Building Divisions,	(425) 452-6864
Fire Code – BCC 23.11	Derek Landis,	(425) 452-4112
Land Use Code – BCC Title 20	Richard Hansen,	(425) 452-2739
Noise Control – BCC 9.18	Richard Hansen,	(425) 452-2739
Transportation Develop. Code – BCC 14.60	lan Nisbet,	(425) 452-4851
Traffic Standards Code 14.10	lan Nisbet,	(425) 452-4851
Right-of-Way Use Code 14.30	Tim Stever,	(425) 452-4294
Utility Code – BCC Title 24	Mohamed Sambou,	(425) 452-6179

A. GENERAL CONDITIONS:

1. Clearing and Grading Permit

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of this land use application. This approval does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before plat construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

Authority: Clearing and Grading Code 23.76.035

Reviewer: Janney Gwo, Development Services Department, Clearing and

Grading Section

2. Seasonal Clearing and Grading Restrictions

The clearing and grading code defines the rainy season as October 1st through April 30th. The Development Services Department may grant approval to initiate or continue clearing or grading activity during the rainy season. Any approval will be based on site and project conditions, extent and quality of the erosion and sedimentation control, and the project's track record at controlling erosion and

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sedimentation.

Authority: Clearing and Grading Code 23.76

Reviewer: Janney Gwo, Development Services Department, Clearing and

Grading Section

3. Utilities - Conceptual Approval

Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Final utility design and construction approval is not given under this permit. Small changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Side sewer permits (UA) will be required for the sewer connections. Water meter permits (UC) will be required for the new and upgraded meters.

Authority: BCC Title 24.02, 24.04, 24.06 Reviewer: Mohamed Sambou, Utilities

B. CONDITIONS PRIOR TO ISSUANCE OF ANY PLAT ENGINEERING/CLEAR AND GRADE PERMIT:

4. Right of Way Use Permit

The applicant is required to apply for a Right of Way Use Permit before the issuance of any clearing and grading, building, foundation, or demolition permit. In some cases, more than one Right of Way Use Permit may be required, such as one for hauling and one for construction work within the right of way. A Right of Way Use Permit regulates activity within the city right of way, including but not limited to the following:

- a) Designated truck hauling routes.
- b) Truck loading and unloading activities.
- c) Hours of construction and hauling.
- d) Continuity of pedestrian facilities.
- e) Temporary traffic control and pedestrian detour routing for construction activities.
- f) Street sweeping and maintenance during excavation and construction.
- g) Location of construction fences.
- h) Parking for construction workers.
- i) Construction vehicles, equipment, and materials in the right of way.
- i) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

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Authority: Bellevue City Code 14.30

Reviewer: Tim Stever, Transportation Department

4. Off-Street Parking

The applicant must secure sufficient off-street parking for construction workers, equipment, and materials storage before the issuance of clearing and grading, building, foundation, or demolition permits.

Authority: Bellevue City Code 14.30

Reviewer: Tim Stever, Transportation Department

5. Engineering Plans

A street lighting plan, channelization plan, and site (civil engineering) plan produced by a qualified engineer must be approved by the City prior to clear and grading permit approval. The design of all street frontage improvements must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, and the provisions of the Transportation Department Design Manual. The engineering plans must correctly show all transportation-related engineering details, including but not limited to, the design of the private road or shared driveway, the connection to 116th Avenue NE, pavement restoration in 116th Avenue NE, mailbox location, and sight distance. Appropriate standard drawings from the Transportation Department Design Manual must be included in the engineering plans.

Specific requirements are detailed below:

116th Avenue NE:

- Install new 8-foot-wide asphalt path, 4-foot-wide planter, and new curb and gutter along the project frontage. The asphalt path may narrow to 7 feet wide on the north side of the frontage to accommodate the existing rock wall.
- The new pedestrian path must match the grade of the existing single-family driveways on 116th Avenue NE.
- Street lighting requirements must be met per City of Bellevue standards.
- Reconstruct the single-family driveway approaches as necessary per Bellevue Standards.
- Replace or relocate any existing street signs or channelization impacted by the project.
- Sight distance requirements must be met per BCC 14.60.240 at the new driveways.
- Any overhead utilities coming into the plat are required to be undergrounded.
- Provide a minimum 12-foot-wide access easement for the driveway for lot 2 through lot 1.

a) Miscellaneous:

Landings on sloping approaches in driveways are not to exceed a 10% slope for a

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distance of 20 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.

- The maximum cross grade of a street at the street end shall be 8%.
- Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

Authority: Bellevue City Code 14.60; Transportation Department Design Manual; and

Transportation Department Design Manual; Americans with Disabilities Act.

Reviewer: Ian Nisbet, Transportation Department

6. Sight Distance

If necessary to meet the sight distance requirements of BCC 14.60.240 and standard drawings RL-100-1 and RL-120-1, existing vegetation near the access points on 116th Avenue NE must be trimmed. Ground vegetation within the sight triangle must be trimmed to no more than 2.5 feet above a line drawn from pavement level to pavement level. Trees within the sight triangle must be limbed up to a height of 7.5 feet above a line drawn from pavement level to pavement level. A description of any required vegetation trimming must be shown on a sheet of the clearing and grading plan set.

Authority: Bellevue City Code 14.60.240 and 14.60.240

Reviewer: Ian Nisbet, Transportation Department

7. Pavement Restoration

The city's pavement manager has determined that this segment of 116th Avenue NE will require Grind and Overlay trench restoration for any utility connections or other digging in the street surface. Trench restoration must meet the requirements of Section 21 of the Design Manual and standard drawings RC-190-1 through RC-220-1. Exact copies of the appropriate trench restoration drawing(s) must be included in the final engineering plans.

Authority: Bellevue City Code 14.60.250 and Design Manual Design Standard # 23

Reviewer: Ian Nisbet, Transportation Department

8. Tree Protection

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To minimize impacts to trees to be retained during construction the applicant shall do the following:

- A. Clearing limits shall be established for retained trees within the developed portion of the site, outside of drip lines. Six-foot chain link fencing with driven posts, or an approved alternative, shall be installed at the clearing limits prior to initiation of any clearing and grading.
- B. No excavation, clearing, or soil placement should be performed within drip lines of retained trees except as specifically approved on plans. All such work shall be done by hand to avoid damage to roots and shall be done under the supervision of an arborist approved by the city.

Authority: Bellevue City Code 23.76.060

Reviewer: Richard Hansen, Development Services Department

C. PRIOR TO FINAL SHORT PLAT APPROVAL:

9. Infrastructure Improvements

All street frontage and infrastructure improvements shown in the final engineering plans or required by city codes and standards must be completed prior to approval of the final short plat. If all the requirements of BCC 14.60.260 are met, the director may accept an acceptable financial assurance device equivalent to 150% of the cost of the unfinished improvements. Installation of improvements that would negatively affect safety if left unfinished may not be delayed through use of a financial assurance device. Improvements must be approved by the Transportation Department inspector before they are deemed complete.

Authority: Bellevue City Code 14.60.100, 110, 130, 150, 170, 190, 210, 240, 241, 260

Transportation Department Design Manual Sections 3, 4, 5, 7, 11, 14, 19

Reviewer: Ian Nisbet, Transportation Department

2. Tree Preservation Plan

A Tree Preservation Plan that portrays the drip-line, the diameter size, and common name of each significant tree to be retained must be recorded with the final short plat mylar. The Tree Preservation Plan must contain the following note:

"Tree Preservation Plan":

Designation of trees on the Tree Preservation Plan establishes a covenant by the owner to leave undisturbed all trees as shown on the Tree Preservation Plan. This covenant shall run with the land and shall be binding upon all future owners. No tree topping, tree cutting or tree removal shall occur unless required or approved by the City. Except for ordinary landscape maintenance, no construction, clearing or land alteration activities shall occur within the drip-line of trees shown on the Tree Preservation Plan, unless required or approved by the City. Activities in violation of this covenant are subject to penalty, including without limitation, fines and mitigation requirements. The City of Bellevue shall have the right, but not the obligation, to enforce the requirements,

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terms and conditions of this covenant by any method available under law. It is the obligation of the owner to comply with the terms of the Tree Preservation Plan and this covenant."

During future home construction, the dripline of the trees to be saved shall be fenced to prevent clearing & grading activities within the dripline area.

Authority: Land Use Code 20.20.520.E, LUC 20.20.900

Reviewer: Richard Hansen, Development Services Department

3. Demolition of existing structures within proposed setbacks

All existing structures within required minimum structure setbacks must be removed prior to approval of the final short plat. The applicant shall apply for a building permit to remove the structures.

Authority: Land Use Code 20.20.010, 20.45B.130.A.6

Reviewer: Richard Hansen, Development Services Department

4. Variance Restriction

Approval by the City of this short plat is a determination that each lot in the short plat can be reasonably developed in conformance with the Land Use Code requirements in effect at the time of preliminary short plat approval without requiring a variance. The following language shall be placed on the final short plat document:

"Variance restriction: Approval by the City of this short plat is a determination that each lot in the short plat can be reasonably developed in conformance with the Land Use Code requirements in effect at the time of preliminary short plat approval without requiring a variance."

Authority: Land Use Code 20.45B.130.A.6

Reviewer: Richard Hansen, Development Services Department

ATTACHMENTS

Project Drawings

